

OPTION B

FEATURES:

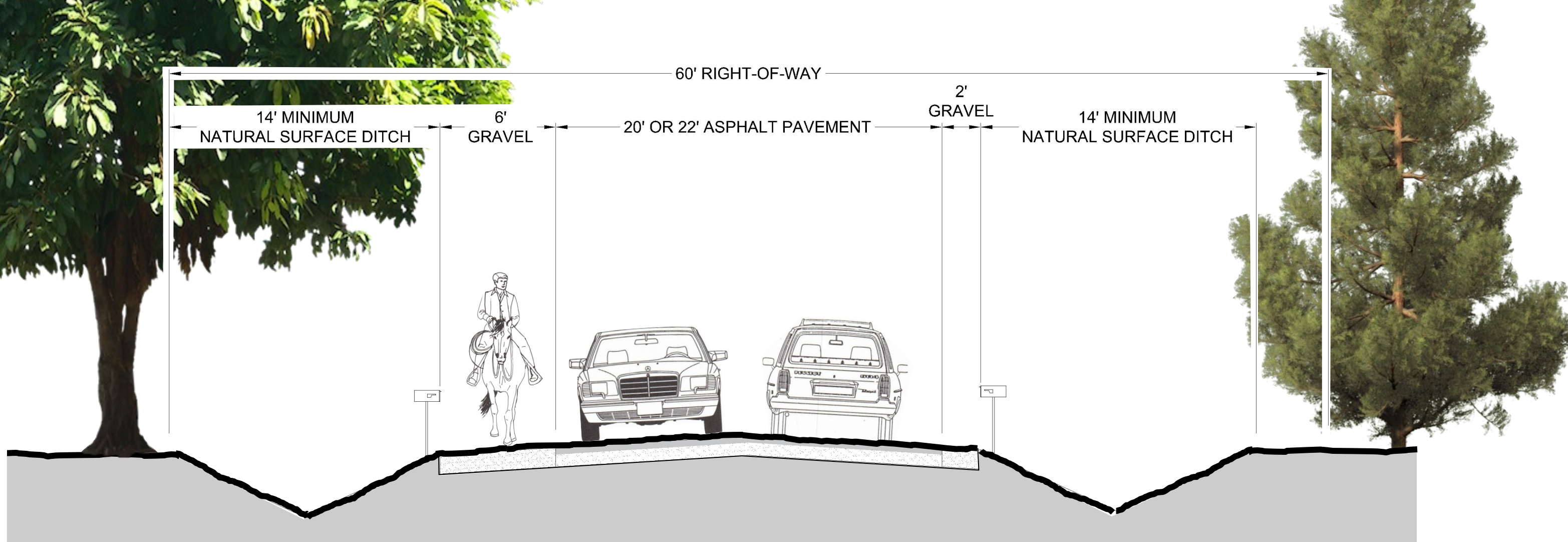
- Works with all pavement width options
- 2'-wide gravel shoulder can accommodate non-motorized travel - share shoulder with mailboxes

PROS:

1. Allows shoulder (albeit minimal) for non-motorized travel
2. With narrower 20' pavement width, promotes traffic calming.
3. Lowest cost option

CONS:

1. Minimal shoulder area for non-motorized users
2. When combined with the narrower pavement width, vehicular traffic is close to the non-motorized users (reduced vehicular travel lane width brings cars closer to the 2' shoulder).



OPTION C

FEATURES:

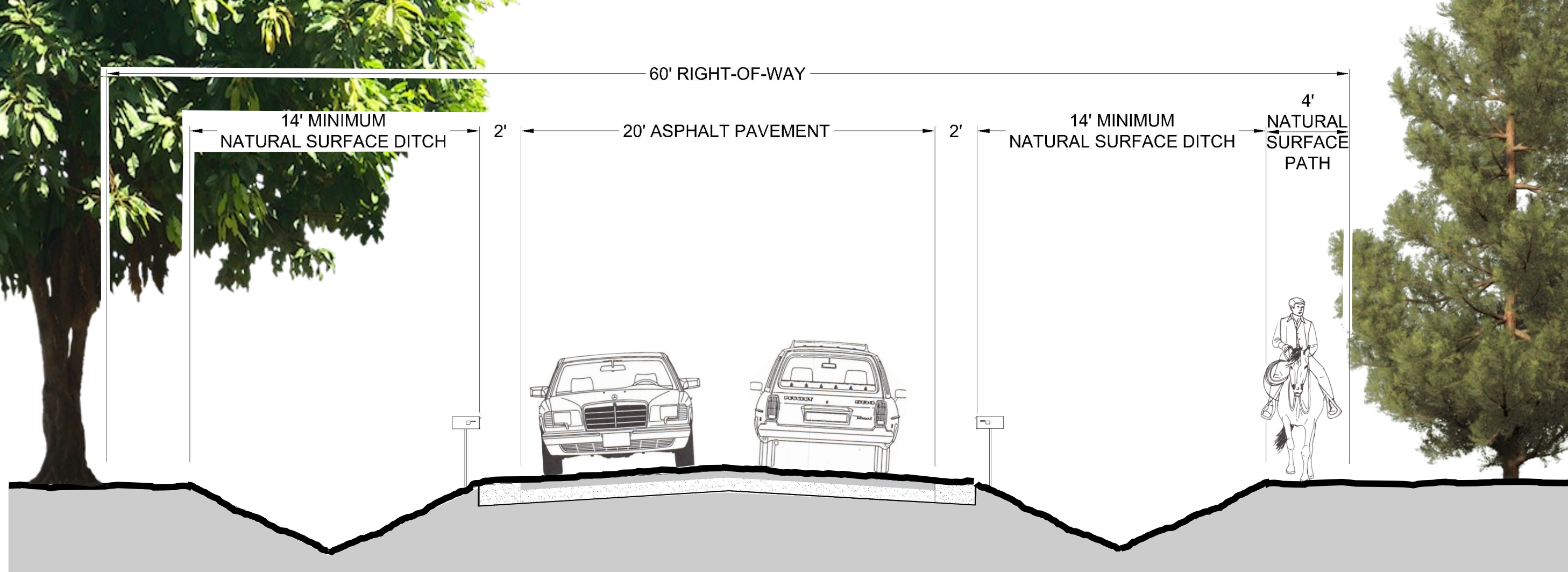
- Works with 20 or 22' paved width options.
- 6'-wide gravel shoulder on one side can accommodate non-motorized travel - share shoulder with mailboxes.
- 2'-wide gravel shoulder remains on one side of roadway.
- City Streets Division will maintain widened shoulder.
- Drainage design will dictate amount of shift of pavement from centerline of right-of-way.

PROS:

1. Provides adequate shoulder width for non-motorized travel while sharing space with mailboxes.
2. With narrower 20' pavement width, promotes traffic calming.

CONS:

1. When combined with the narrower pavement width, vehicular traffic is close to the non-motorized users (reduced vehicular travel lane width brings cars closer to the shoulder).
2. Adequate access on one side only for non-motorized - 2' shoulder remains on one side of pavement.



OPTION D

FEATURES:

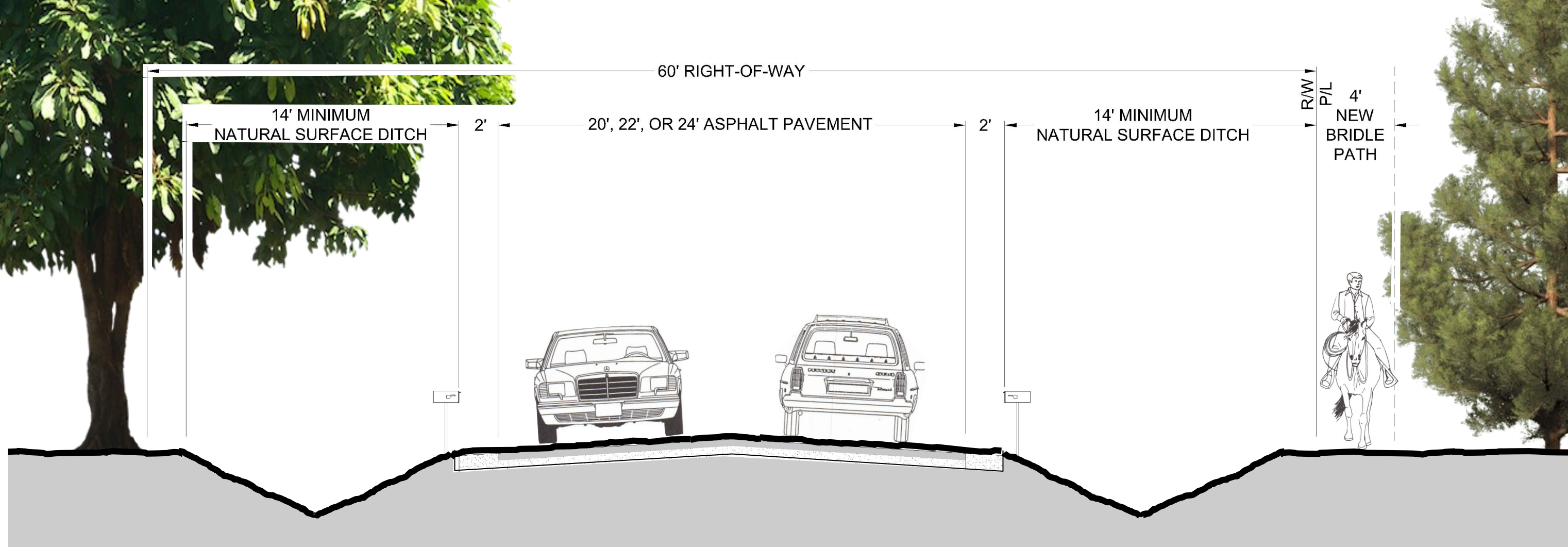
- Only works with with 20' paved width option.
- 4'-wide gravel or natural surface path on one side accommodates non-motorized travel.
- Non-motorized users are separated from vehicular traffic by the roadside ditch.
- 2'-wide gravel shoulder remains on both sides of roadway.
- Homeowner or HOA would need to maintain gravel or natural surface path.
- Drainage design and 4' path will dictate amount of shift of pavement from centerline of right-of-way.

PROS:

1. Separates vehicular traffic and non-motorized users.
2. With narrower 20' pavement width, promotes traffic calming .

CONS:

1. adequate access on one side only for non-motorized users - 2'-wide shoulder remains on both sides of pavement.



OPTION E

FEATURES:

- Works with all pavement width options.
- On selected roadway segments in order to enhance non-motorized connectivity, the HOA and homeowners may choose to designate new bridle paths adjacent to the right-of way. Width of new bridle paths to be determined by the neighborhood, but could be 4-10' with a natural surface. Like the current bridle paths in Filing 2, new adjacent bridle paths would be dedicated as easements on private properties and be maintained by the property owners per the HOA covenants.
- Non-motorized users are separated from vehicular traffic by the roadside ditch.
- 2'-wide gravel shoulder remains on both sides of roadway.

PROS:

1. Provides separation of vehicular traffic and non-motorized users.
2. Dependent on new bridle path easement determined by the community, this option offers potentially the widest travel corridor for non-motorized users.
3. With narrower 20' pavement width, promotes traffic calming.

CONS:

1. Requires easement negotiation/purchase or change to HOA covenants.
2. HOA and homeowners will need to negotiate locations of some private property amenities, such as fencing, landscaping, etc.
3. Adequate access on one side only for non-motorized users - 2'-wide shoulder remains on both sides of pavement.